

**J00D00**  
**Maryland Port Administration**  
**Maryland Department of Transportation**

***Executive Summary***

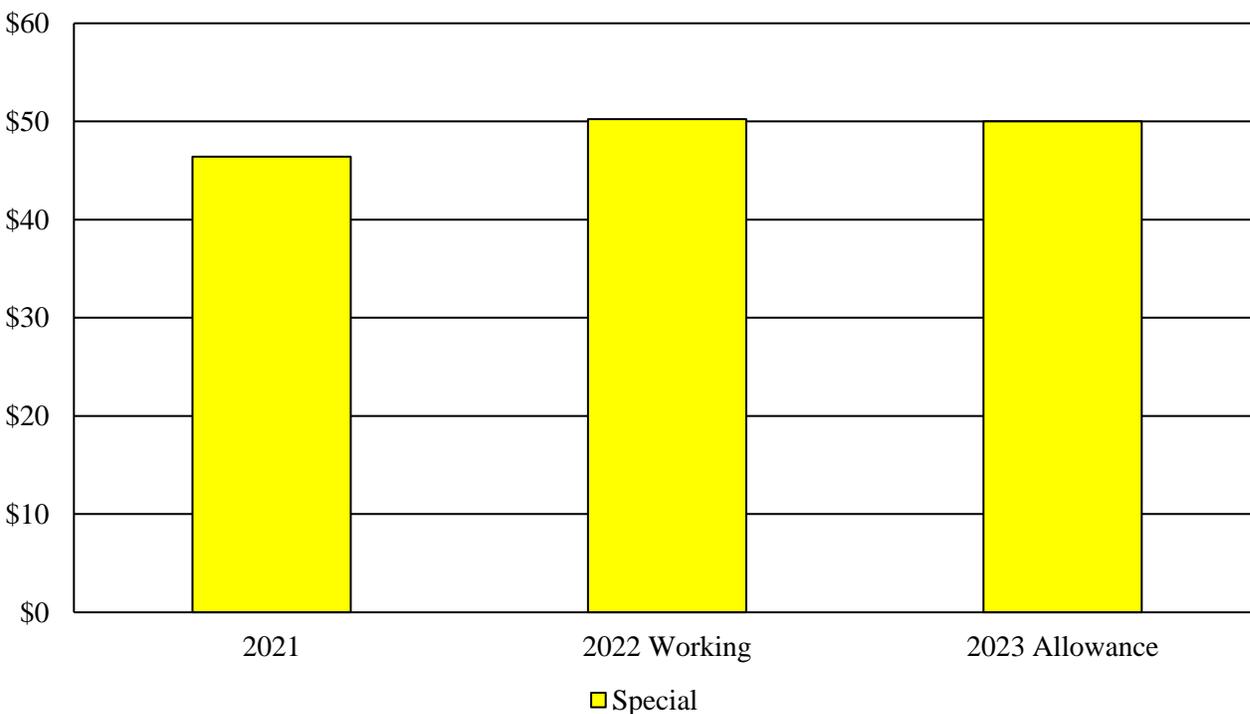
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The Maryland Port Administration (MPA) promotes efforts to increase waterborne commerce in the State and manages the State-owned facilities at the Helen Delich Bentley Port of Baltimore (Port).

***Operating Budget Summary***

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**Fiscal 2023 Budget Decreases \$215,510, or 0.4%, to \$50.0 Million**  
**(\$ in Millions)**

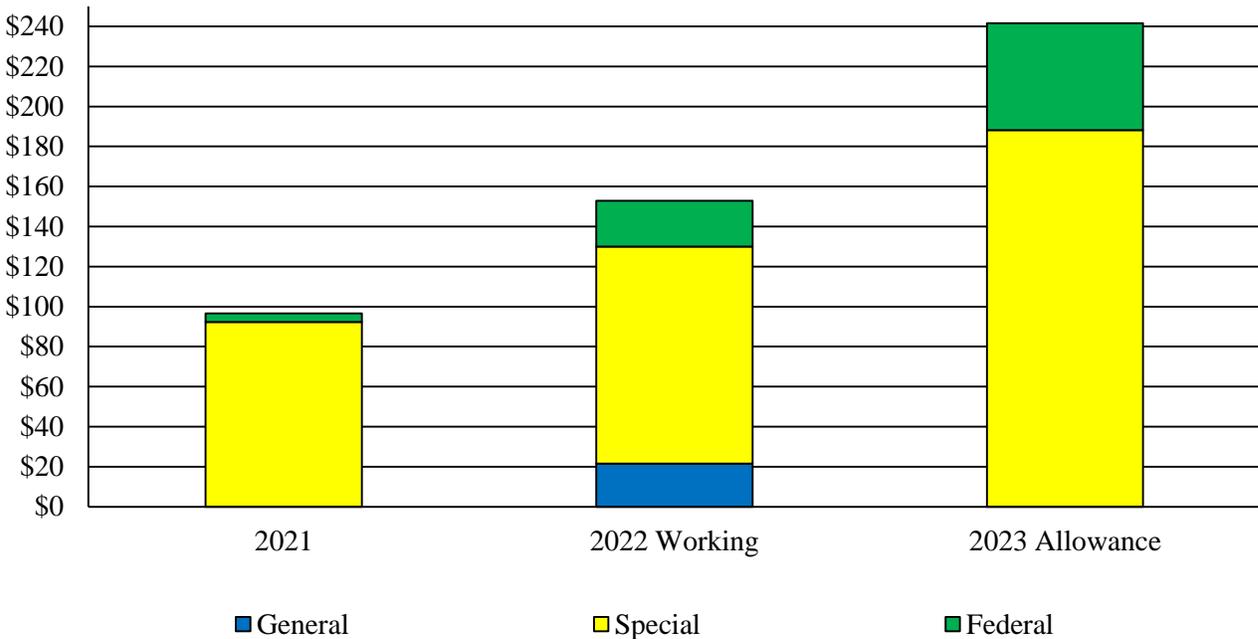


Note: The fiscal 2022 working appropriation and fiscal 2023 allowance do not reflect funding for statewide personnel actions budgeted in the Department of Budget and Management, which include cost-of-living adjustments, increments, bonuses, and may include annual salary review adjustments.

## ***PAYGO Capital Budget Summary***

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**Fiscal 2023 Budget Increases \$88.8 Million, or 58.1%, to \$241.6 Million  
(\$ in Millions)**



Note: The fiscal 2022 working appropriation and fiscal 2023 allowance do not reflect funding for statewide personnel actions budgeted in the Department of Budget and Management, which include cost-of-living adjustments, increments, bonuses, and may include annual salary review adjustments.

- Supplemental Budget No. 5 provided MPA with \$21.5 million in general fund pay-as-you-go (PAYGO) funding in fiscal 2022 to support the Howard Street Tunnel (HST) improvement project.

## ***Key Observations***

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- **HST:** The project broke ground in November 2021. It is slated to be completed in fiscal 2025. The 2022-2027 *Consolidated Transportation Program (CTP)* has estimated the cost for this project to be \$466 million.
- **Continued Impact of COVID-19:** The Port continues to be negatively impacted by the COVID-19 pandemic. Monthly container counts at Seagirt Marine Terminal are down 9.4%. There were 18 months without cruise ship activity. While fiscal 2021 performed better than fiscal 2020, the Port has not fully rebounded.

**Operating Budget Recommended Actions**

1. Concur with Governor's allowance.

**PAYGO Budget Recommended Actions**

1. Concur with Governor's allowance.

**J00D00**  
**Maryland Port Administration**  
**Maryland Department of Transportation**

## ***Budget Analysis***

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### **Program Description**

MPA functions under Title 6 of the Transportation Article. MPA's main responsibilities are the promotion of waterborne commerce in the State for the economic benefit of Maryland's citizens and the management of State-owned facilities at the Port.

MPA identifies the following key goals in furtherance of its main responsibilities:

- maximization of cargo throughput, terminal efficiency, and economic benefit generated by the Port;
- operation of MPA to ensure revenue enhancements and optimization of operating expenses;
- preservation and enhancement of the Port's infrastructure to maintain cargo capacities while ensuring adequate security and environmental stewardship; and
- maintenance and improvement of the shipping channels in the Port and in the Maryland waters of the Chesapeake Bay for safe, unimpeded access to the Port.

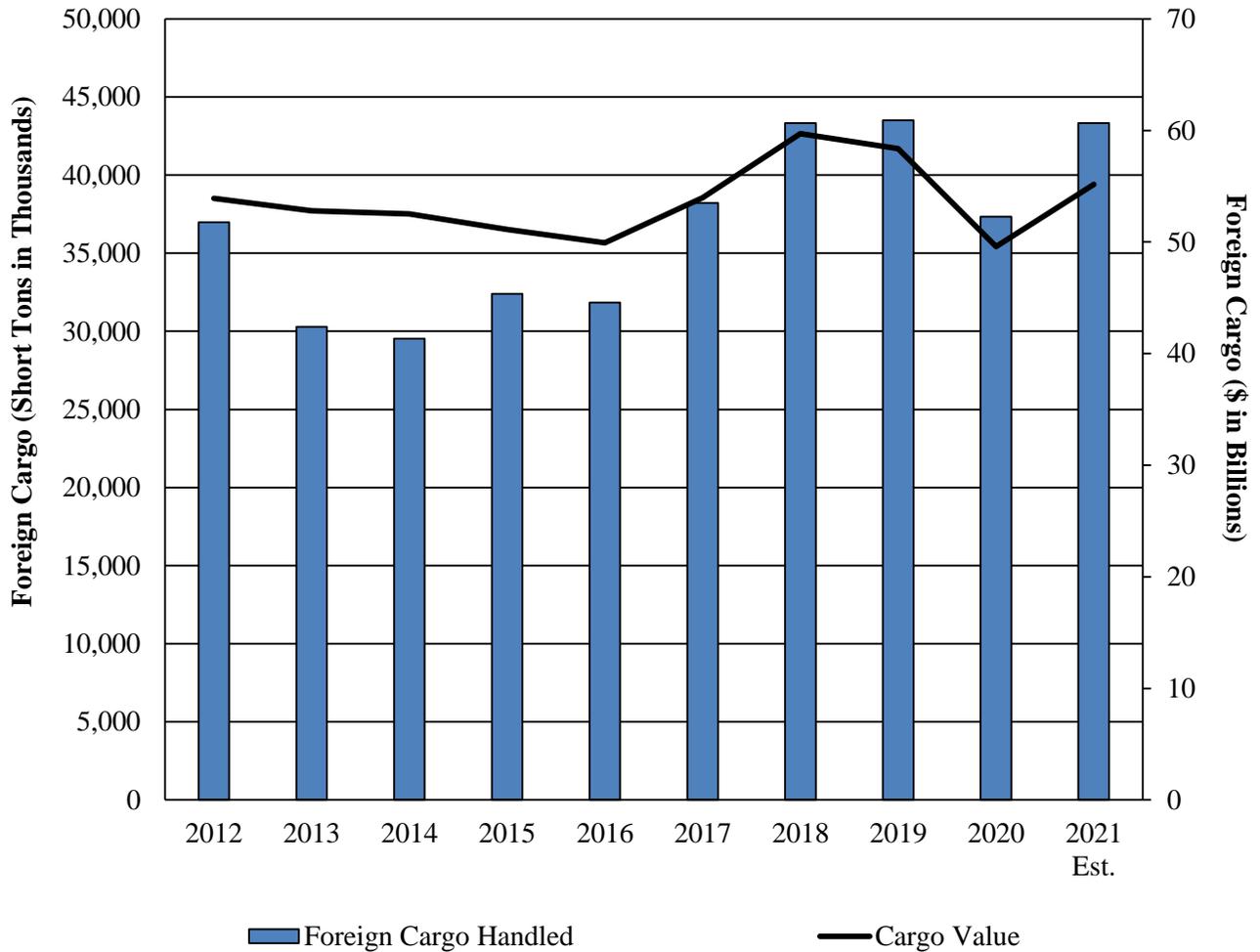
## ***Performance Analysis: Managing for Results***

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### **1. Total Foreign Cargo**

The Port is a vast industrial complex that encompasses approximately 45 miles of shoreline and 3,403 waterfront acres. Unlike many State entities, the Port operates in a highly competitive market with direct competition not only from private industry but also from other ports up and down the East Coast as well as some Canadian ports. As shown in **Exhibit 1**, foreign cargo tonnage at the Port increased by 16.1% in calendar 2021 to approximately 43.3 million short tons from 37.3 million short tons in the prior year.

**Exhibit 1**  
**Total Foreign Cargo Handled and Cargo Value**  
**Calendar 2012-2021 Est.**

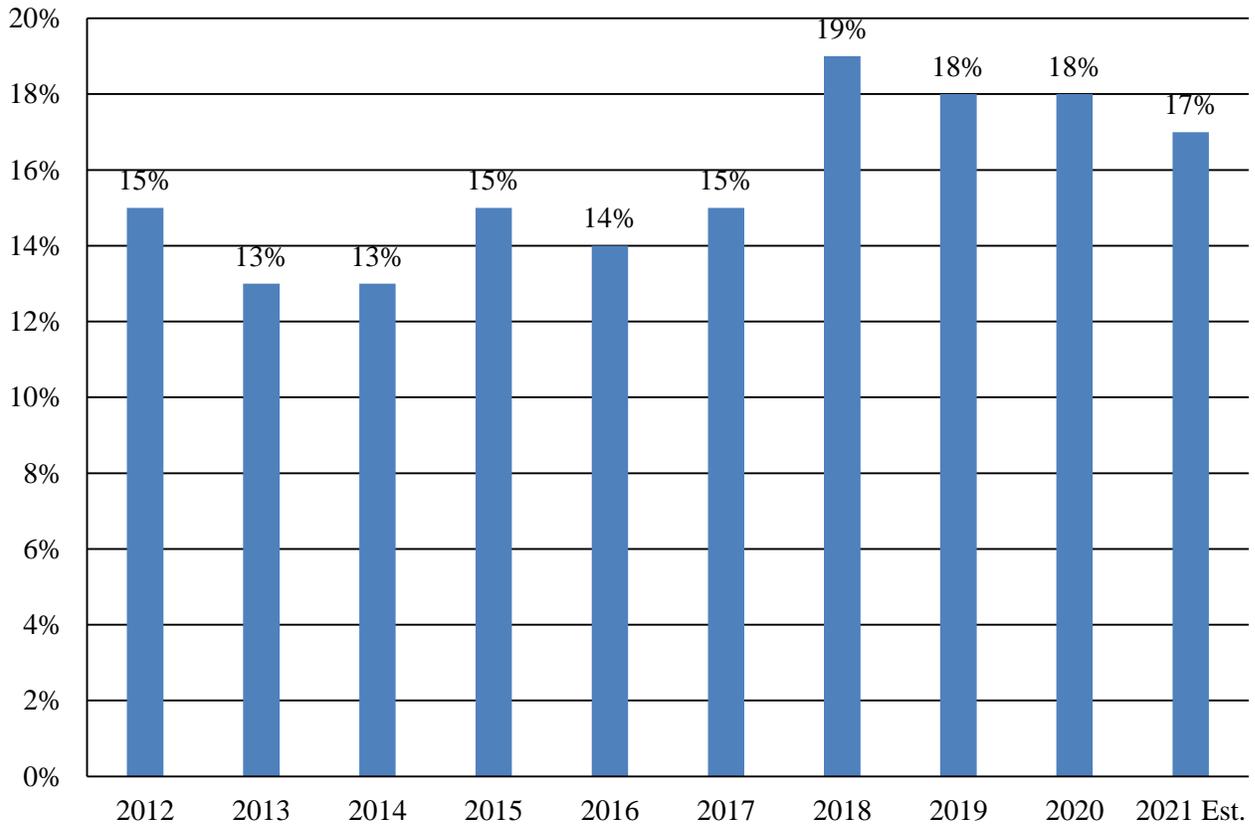


Note: Includes both public and private terminals.

Source: Maryland Port Administration

The Port competes with other East Coast ports, especially ports in New York, Norfolk, and Philadelphia. As shown in **Exhibit 2**, Baltimore’s Port captured an estimated 17% of the total market in calendar 2021. This is a slight decrease from 18% in calendar 2020.

**Exhibit 2**  
**Port of Baltimore Mid-Atlantic Market Share**  
**Calendar 2012-2021 Est.**

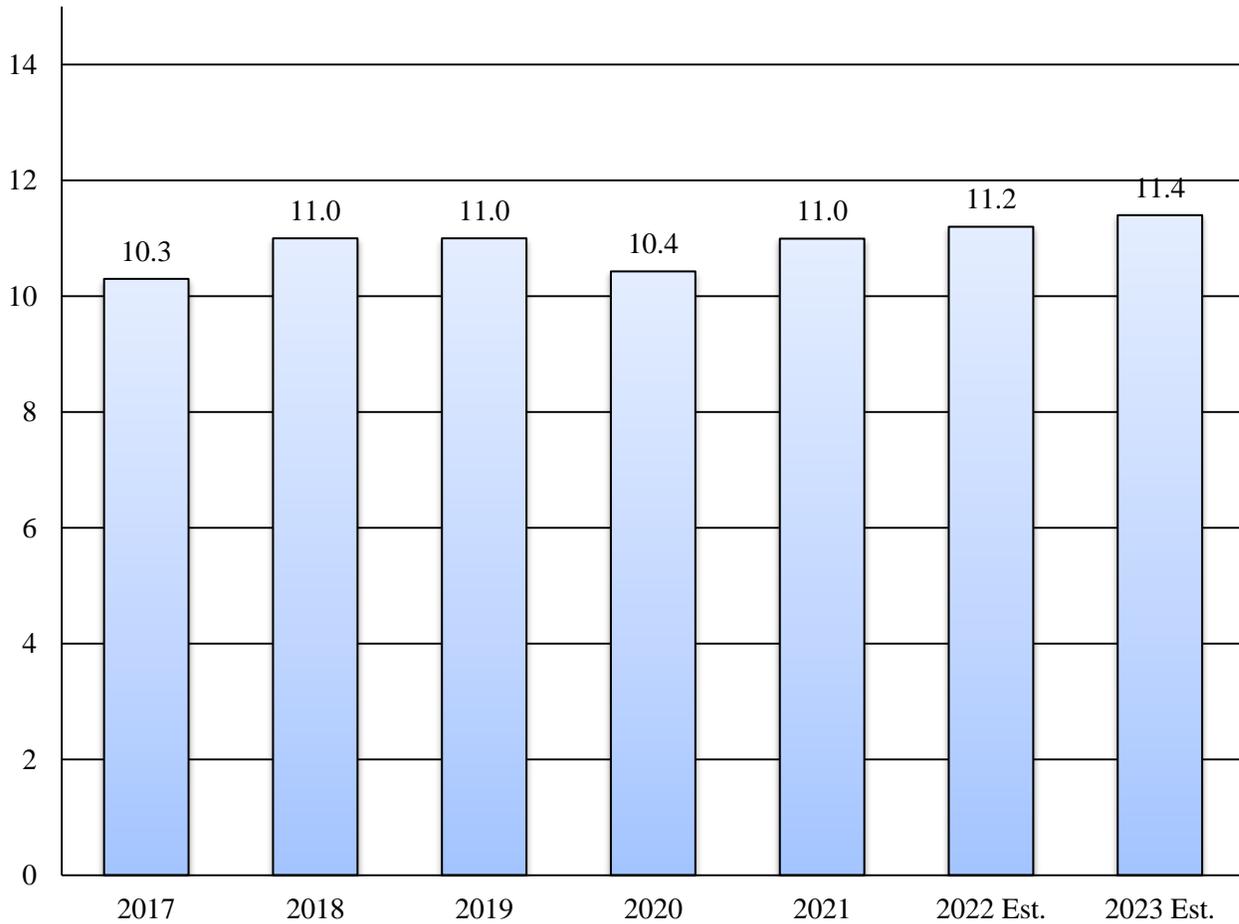


Source: Maryland Port Administration

## 2. General Cargo Tonnage

General cargo is defined as automobiles, break bulk, containerized products, forest products, and roll on/roll off (Ro/Ro). Ro/Ro includes construction and farm equipment as well as other cargo that is driven on or off a ship, excluding automobiles. As **Exhibit 3** shows, general cargo tonnage increased in fiscal 2021 from 10.4 million to 11.0 million tons. This increase is a return to prepandemic levels. MPA is projecting the increase to continue further to 11.2 million tons in fiscal 2022 and 11.4 million tons in fiscal 2023.

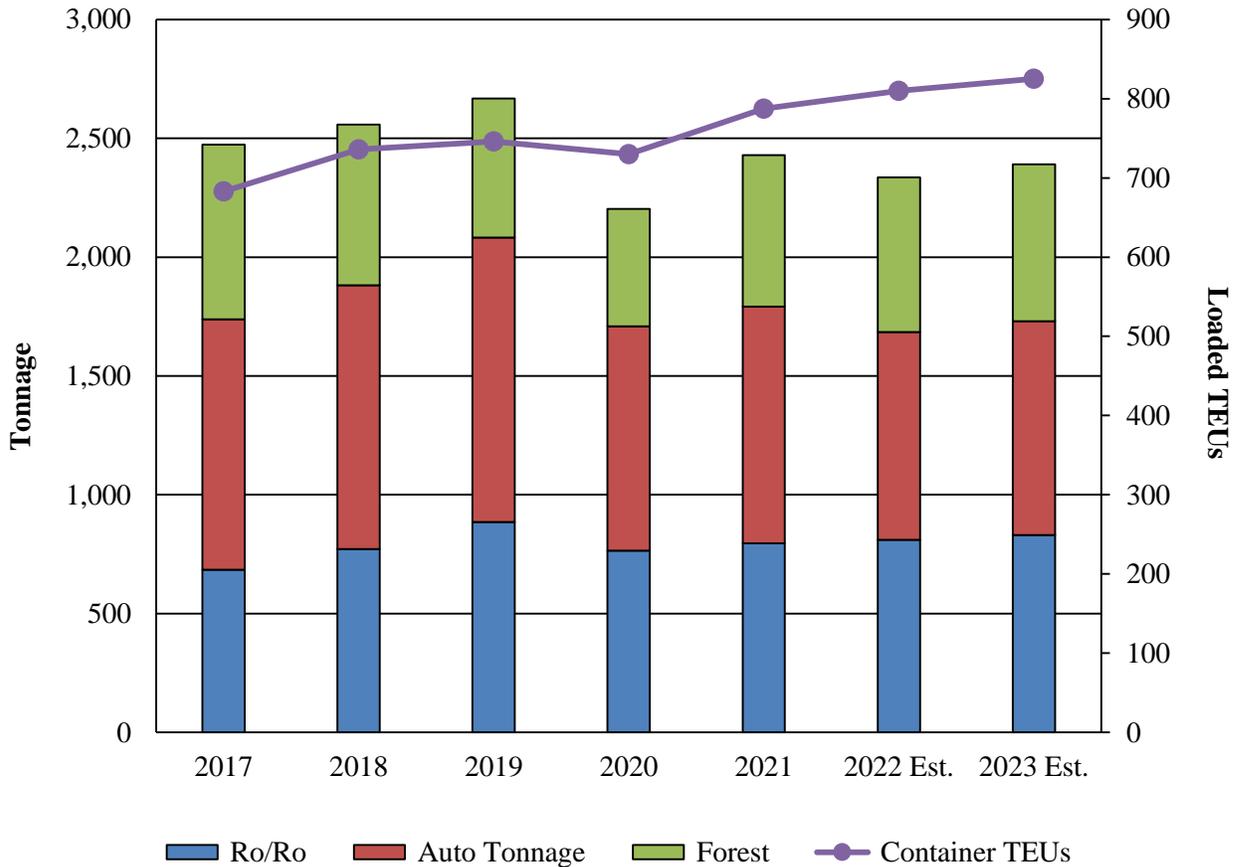
**Exhibit 3**  
**Total General Tonnage at State-owned Facilities**  
**Fiscal 2017-2023 Est.**  
**(in Millions)**



Source: Maryland Port Administration

**Exhibit 4** provides data on selected general cargo commodities handled at the Port. All four categories saw increases in fiscal 2021. Ro/Ro, automobiles, forest products, and containers saw increases of 4.1%, 5.6%, 28.8%, and 7.8%, respectively, in fiscal 2021. For fiscal 2022, all categories, with the exception of automobiles, is expected to increase.

**Exhibit 4**  
**General Cargo Volume by Type at State-owned Facilities**  
**Fiscal 2017-2023 Est.**  
**(in Thousands)**



Ro/Ro: roll on/roll off

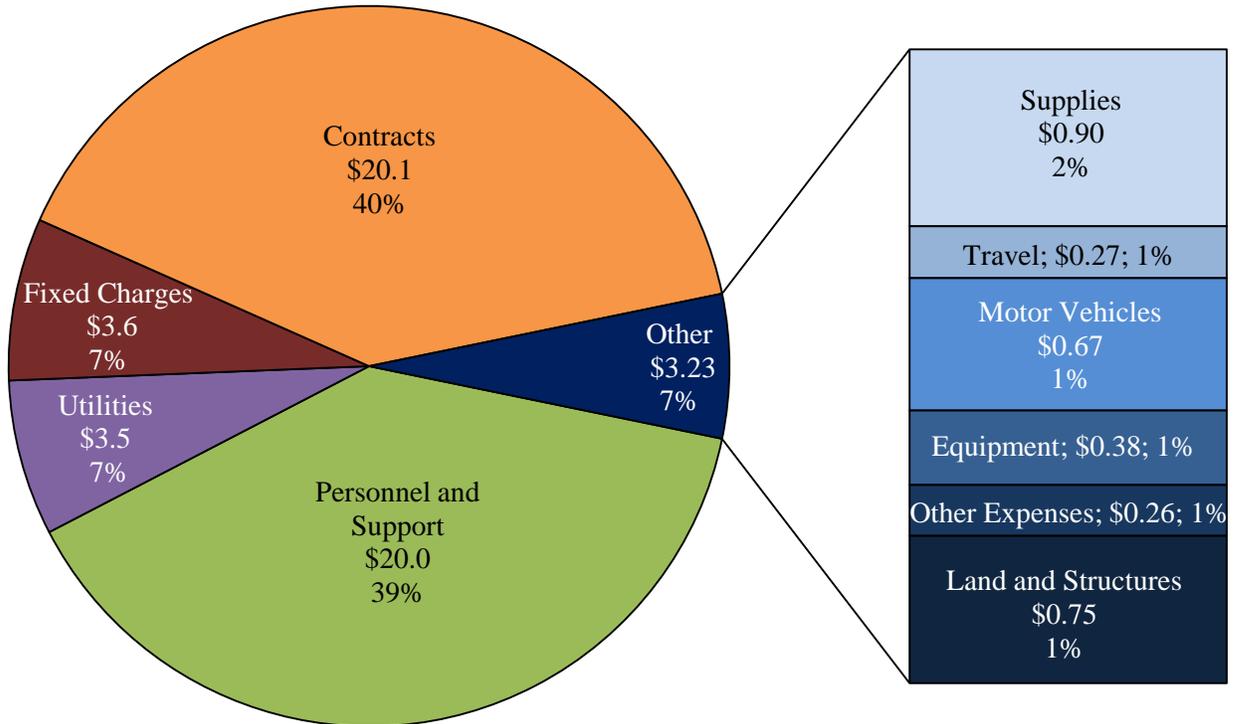
TEU: 20-foot equivalent unit (an industry standard for measuring containers)

Source: Maryland Port Administration

## Fiscal 2023 Overview of Agency Spending

The MPA fiscal 2023 operating budget allowance totals approximately \$50 million. Funding in the fiscal 2023 allowance consists entirely of special funds from the Transportation Trust Fund (TTF). **Exhibit 5** provides a breakdown of the fiscal 2023 allowance by category of spending for MPA’s operations.

**Exhibit 5**  
**Overview of Agency Spending**  
**Fiscal 2023 Allowance**  
**(\$ in Millions)**



Source: Governor’s Fiscal 2023 Budget Books; Department of Legislative Services

**Proposed Budget Change**

The fiscal 2023 allowance decreases by approximately \$216,000 from the fiscal 2022 working appropriation. **Exhibit 6** shows that this decrease is a 0.4% reduction over the prior year and provides detail on what is driving that change.

**Exhibit 6**  
**Proposed Budget**  
**Maryland Department of Transportation – Maryland Port Administration**  
**(\$ in Thousands)**

<b>How Much It Grows:</b>	<b>Special Fund</b>	<b>Total</b>
Fiscal 2021 Actual	\$46,414	\$46,414
Fiscal 2022 Working Appropriation	50,234	50,234
Fiscal 2023 Allowance	<u>50,019</u>	<u>50,019</u>
Fiscal 2022-2023 Amount Change	-\$216	-\$216
Fiscal 2022-2023 Percent Change	-0.4%	-0.4%

<b>Where It Goes:</b>	<b>Change</b>
<b>Personnel Expenses</b>	
Employee and retiree health insurance .....	\$295
Employees’ retirement system .....	45
Salary increases.....	33
Social Security contributions .....	11
Turnover adjustments.....	-6
Workers’ compensation premium assessment .....	-11
<b>Other Changes</b>	
Other land and structures .....	142
Contractual employment – increase of 4 FTEs to support Cruise Maryland .....	105
Rent .....	43
Other adjustments .....	-8
Insurance .....	-79
Contractual services .....	-100
Motor vehicle maintenance and repair .....	-141
Utilities.....	-544
<b>Total</b>	<b>- \$216</b>

FTE: full-time equivalent

Note: Numbers may not sum to total due to rounding.

## Net Operating Income

Unlike most other agencies that rely solely on the State for all financial support, MPA receives revenues that are deposited into the TTF and help offset its expenditures. Its profitability determines how much the TTF must provide as a subsidy. **Exhibit 7** shows the net operating revenue for fiscal 2021 through 2023. While MPA continues to be impacted by the ongoing pandemic, the net operating revenue shows some recovery. Fiscal 2021 and 2022 outperformed the 2021 legislative session’s projections. Operating revenues were expected to be \$42.1 million in fiscal 2021 and \$47 million in fiscal 2022. Actual fiscal 2021 operating revenues totaled \$49.3 million, and the estimated fiscal 2022 total is \$48.4 million. Operating revenue in fiscal 2023 is expected to be approximately \$53.6 million, a 10.7% increase over the estimated fiscal 2022 amount. This operating revenue increase leads to an expected growth in net operating income. It grows from -\$1.8 million in fiscal 2022 to \$3.6 million in fiscal 2023.

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**Exhibit 7**  
**Net Operating Revenue**  
**Fiscal 2021-2023**  
**(\$ in Thousands)**

	<u>2021 Actual</u>	<u>2022 Working</u>	<u>2023 Allowance</u>	<u>\$ Change 2022-2023</u>	<u>% Change 2022-2023</u>
Operating Revenues	\$49,261	\$48,409	\$53,584	5,175	10.7%
<b>Total</b>	<b>\$49,261</b>	<b>\$48,409</b>	<b>\$53,584</b>	<b>5,175</b>	<b>10.7%</b>
Operating Expenditures	\$46,414	\$50,234	\$50,019	-\$215	-0.4%
<b>Net Operating Income</b>	<b>\$2,847</b>	<b>-\$1,825</b>	<b>\$3,565</b>	<b>\$5,390</b>	<b>-295.3%</b>
Capital Expenditures	\$92,226	\$108,436	\$188,152	\$79,716	73.5%
<b>Net Income/Loss</b>	<b>-\$89,379</b>	<b>-\$110,261</b>	<b>-\$184,587</b>	<b>-\$74,326</b>	<b>67.4%</b>

Source: Governor’s Fiscal 2023 Budget Books

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It is important to note that in looking at MPA’s capital expenditures in a business manner, consideration should be given to the fact that capital expenditures are often paid in a single year or over multiple years, but depreciation over the life of the asset does not take place, meaning that revenues and capital expenditures would not match on a year-to-year comparison. Additionally, the capital expenditures include a large amount of non-State funds associated with the HST project. This inflates the net loss above what it would be otherwise.

## ***Operating and PAYGO Personnel Data***

	<b><u>FY 21</u></b> <b><u>Actual</u></b>	<b><u>FY 22</u></b> <b><u>Working</u></b>	<b><u>FY 23</u></b> <b><u>Allowance</u></b>	<b><u>FY 22-23</u></b> <b><u>Change</u></b>
Regular Operating Budget Positions	170.00	171.00	170.00	-1.00
Regular PAYGO Budget Positions	<u>40.00</u>	<u>39.00</u>	<u>40.00</u>	<u>1.00</u>
<b>Total Regular Positions</b>	<b>210.00</b>	<b>210.00</b>	<b>210.00</b>	<b>0.00</b>
Operating Budget FTEs	0.00	0.00	4.00	4.00
PAYGO Budget FTEs	<u>0.50</u>	<u>0.50</u>	<u>0.50</u>	<u>0.00</u>
<b>Total FTEs</b>	<b>0.50</b>	<b>0.50</b>	<b>4.50</b>	<b>4.00</b>
<b>Total Personnel</b>	<b>210.50</b>	<b>210.50</b>	<b>214.50</b>	<b>4.00</b>

### ***Vacancy Data: Regular Positions***

Turnover and Necessary Vacancies, Excluding New Positions	14.70	7.00%
Positions and Percentage Vacant as of 12/31/21	31.0	14.8%
Vacancies Above Turnover	16.3	

- The fiscal 2023 budget reflects the realignment of 1 position between the MPA operating and capital programs.
- Four contractual positions were added on the operating side to support resumed cruise activity.

## **PAYGO Capital Program**

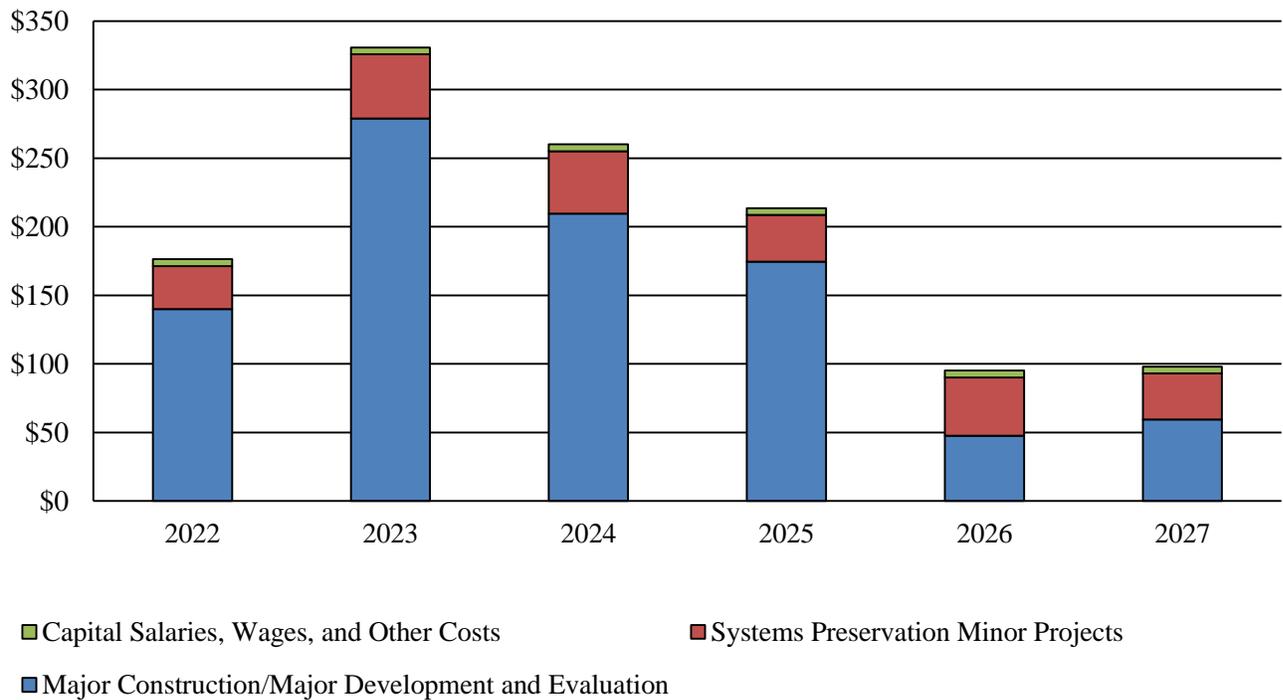
### **Program Description**

The MPA capital program identifies and manages projects and funding for Port facilities that provide increased capacity for existing cargo and promote the shipment of new cargo. Current projects focus on improving and modernizing existing State capital facilities, developing new facilities, and supporting the improvement of shipping channels through dredging activities conducted in cooperation with the U.S. Army Corps of Engineers.

**Fiscal 2022 to 2027 Consolidated Transportation Program**

The fiscal 2022 to 2027 CTP for MPA totals \$1.2 billion, which is an increase of approximately \$114.7 million over the prior year’s six-year program. **Exhibit 8** shows increased spending for fiscal 2023, followed by declining spending through fiscal 2027. These spending trends are driven to a large degree by the programmed funding for the HST project. This is in addition to continued spending on the dredged material placement and the dredged material containment sites. The shift in funding compared to the prior year’s CTP is due in part to the initial delay in the HST project.

**Exhibit 8**  
**Six-year Pay-as-you-go Allowance**  
**Fiscal 2022-2027**  
**(\$ in Millions)**



Source: Maryland Department of Transportation, 2022-2027 *Consolidated Transportation Program*

**Fiscal 2023 Capital Allowance**

**Exhibit 9** shows the programmed capital funds for the fiscal 2023 allowance by project and program along with total estimated costs and six-year funding for each program.

**Exhibit 9**  
**Pay-as-you-go Capital Allowance**  
**Fiscal 2023**  
**(\$ in Thousands)**

<u>Project Description</u>	<u>2023</u>	<u>Total Estimated Cost</u>	<u>Six-year Total</u>
Hart-Miller Island Related Projects	\$2,500	\$100,202	\$15,867
Dredged Material Placement and Monitoring	15,880	124,280	42,964
Cox Creek Dredged Material Containment Facility Expansion	23,414	238,318	102,354
Dredged Material Management Program	1,183	26,943	6,007
Innovative Reuse and Beneficial Use of Dredged Material	1,630	13,850	9,817
Mid-Chesapeake Bay Island Ecosystem Restoration Project	14,298	76,300	72,037
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	12,234	218,752	65,731
Masonville Dredged Material Containment Facility Expansion and Related Projects	30,132	318,826	82,772
Fairfield Masonville Stormwater Management Phase I	2,500	6,400	6,400
Reconstruction Berths 1-6 at Dundalk Marine Terminal, Phase III (Berth 3)	10,000	33,981	26,043
Seagirt Marine Terminal Modernization – Phase 1 – Berth Improvements	0	33,964	9,147
Seagirt Marine Terminal Modernization – Phase 2 Loop – Channel Improvements	500	1,300	1,275
Howard Street Tunnel Project (INFRA Grant)	160,392	466,000	441,000
Chrome Ore Processing Residue Remediation	3,900	75,790	22,242
Hawkins Point Algal Flow Way TMDL	0	4,000	4,000
South Locust Point Cruise Terminal	500	10,487	2,500
<b>Major Construction and Development Total</b>	<b>\$279,063</b>	<b>\$1,749,393</b>	<b>\$910,156</b>
System Preservation and Minor Projects	\$46,700	n/a	\$233,600
Capital Salaries	5,000	n/a	30,100
<b>Subtotal</b>	<b>\$51,700</b>		<b>\$263,700</b>
<b>Total</b>	<b>\$330,763</b>	<b>\$1,749,393</b>	<b>\$1,173,856</b>

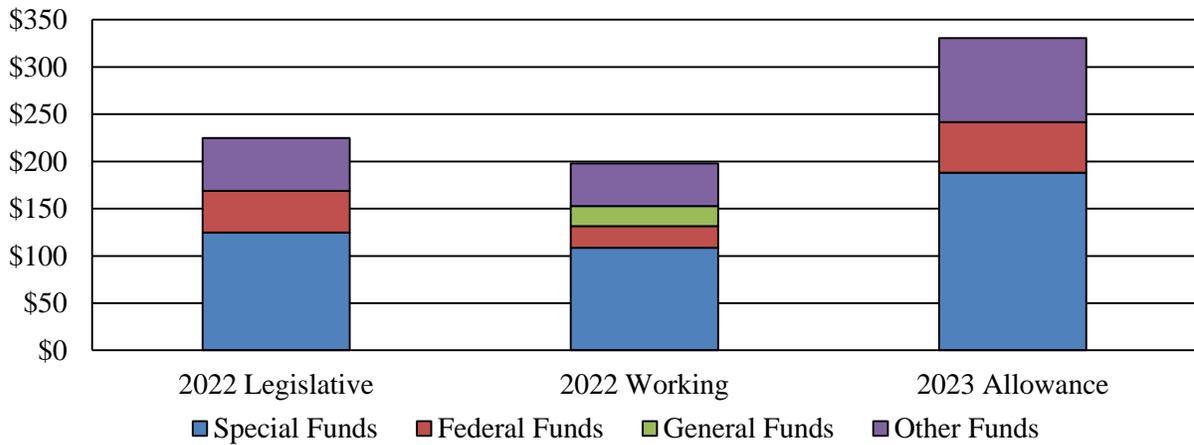
INFRA: Infrastructure for Rebuilding America  
TMDL: Total Maximum Daily Level

Source: Maryland Department of Transportation, 2022-2027 *Consolidated Transportation Program*

**Fiscal 2022 and 2023 Cash Flow Analysis**

**Exhibit 10** shows the changes in MPA capital funding, including other funds, between the fiscal 2022 legislative and working appropriations and between the fiscal 2022 working appropriation and the fiscal 2023 allowance. The reduction occurring between the legislative and working appropriations for fiscal 2022 is reflective of a revised timeline for the HST project, which is discussed in greater detail in the Issues section of this analysis.

**Exhibit 10  
Cash Flow Changes  
Fiscal 2022-2023  
(\$ in Millions)**



Source: Maryland Department of Transportation, 2022-2027 *Consolidated Transportation Program*, Department of Legislative Services

**Significant Changes from the Previous *Consolidated Transportation Program***

**Exhibit 11** lists the significant changes from the fiscal 2021 to 2026 CTP, which comprises of an addition to the construction program.

**Exhibit 11  
Major Project Significant Changes from the 2021 to 2026 CTP  
(\$ in Millions)**

**Projects Added to the Construction Program**

Fairfield Masonville Stormwater Mgmt. Phase I \$6.4

CTP: *Consolidated Transportation Program*

Source: Maryland Department of Transportation, 2022-2027 *Consolidated Transportation Program*

## Issues

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### 1. Howard Street Tunnel Project

HST is located on CSX’s primary freight rail route connecting the Port to markets in the Midwest. However, the height of the tunnel, in addition to other clearances directly north, prevent high-cube, double-stack containers and tri-level autorack cars from being transported to or from the Port. This places the Port at a competitive disadvantage relative to other ports connected to the CSX network.

#### Breakdown of HST Funding

There has been a change in the funding schedule due to delays in construction. Previously, it was expected that \$115 million would be expended in fiscal 2022, but that has dropped to \$52.1 million. However, ground was broken on the project in November 2021. The spending for fiscal 2023 has risen from \$125 million to \$160 million to reflect the revised schedule.

The Administration’s updated plan to fund the project is highlighted in **Exhibit 12**. The federal funds being used for this project include a \$125 million Infrastructure for Rebuilding America grant and \$3 million in federal formula funds from Baltimore City. CSX has also committed \$113 million for the project, including \$21.9 million in fiscal 2023. The Pennsylvania Department of Transportation has committed \$22.4 million to the project to cover the costs of clearances north of HST in Pennsylvania. The 2022 to 2027 CTP estimates the total cost for the project as \$466 million.

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**Exhibit 12**  
**Howard Street Tunnel Project Funding by Source**  
**Fiscal 2021-2025**  
**(\$ in Millions)**

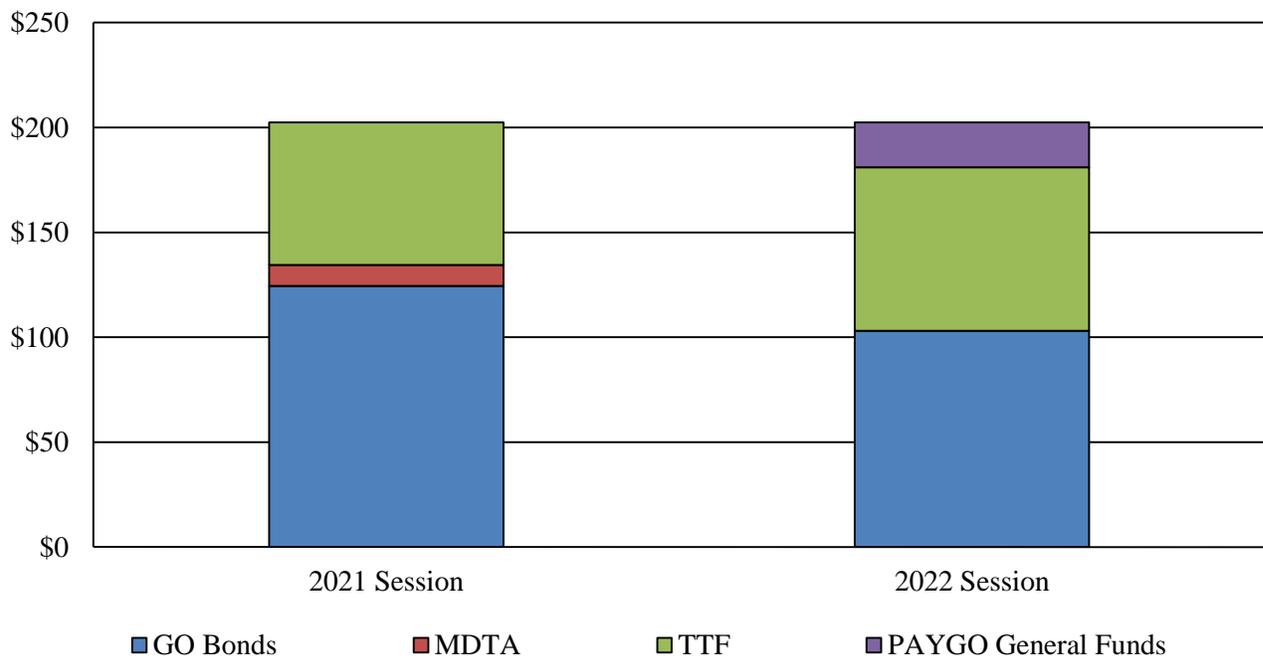
	<u>Through 2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>Total</u>
Federal	\$0.0	\$10.0	\$40.0	\$40.0	\$38.0	\$128.0
State – General Obligation Bonds/General Funds	0.0	11.4	61.6	39.9	11.6	125.0
State – Transportation Trust Fund	0.0	0.0	31.3	0.0	46.7	78.0
<b>Subtotal – State</b>	<b>\$0.0</b>	<b>\$11.4</b>	<b>\$92.9</b>	<b>\$39.9</b>	<b>\$58.3</b>	<b>\$203.0</b>
CSX	\$25.0	\$25.1	\$21.9	\$19.0	\$22.0	\$113.0
Pennsylvania Department of Transportation	0.0	5.6	5.6	5.6	5.6	22.4
<b>Total</b>	<b>\$25.0</b>	<b>\$52.1</b>	<b>\$160.0</b>	<b>\$105.0</b>	<b>\$124.0</b>	<b>\$466.0</b>

Source: Maryland Department of Transportation

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The State’s portion of the funding totals \$202.5 million, which is roughly 43.5% of the total project costs. While this total percentage remains unchanged since the 2021 session funding plan, the breakdown of the State’s funding between sources has changed. Supplemental Budget No. 5 provided \$21.5 million in general fund PAYGO in fiscal 2022, which reduces the general obligation (GO) bond obligation to \$103 million. The fiscal 2023 capital budget provides \$51.5 million in authorization. There is also an additional \$78 million contributed from the TTF, including \$31.3 million in fiscal 2023. The 2021 session funding plan previously reflected the use of \$10 million from the Maryland Transportation Authority (MDTA); however, after reevaluating the funding sources, MDTA funding was removed. Most of the State’s funding for this project is from GO bonds and general fund PAYGO, which is unusual for transportation projects because they are typically funded with TTF revenues. **Exhibit 13** shows the changes made to the State’s contribution between the 2021 and 2022 sessions.

**Exhibit 13**  
**Howard Street Tunnel Total State Funding Plan**  
**2021 Session vs. 2022 Session**  
**(\$ in Millions)**



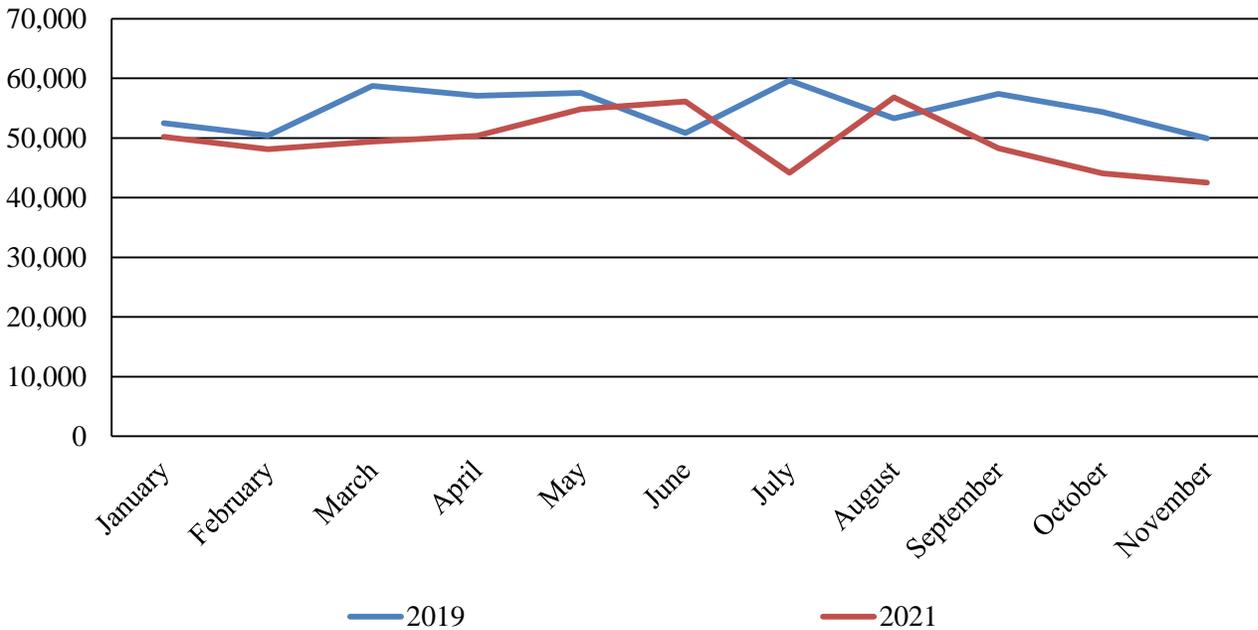
GO: general obligation  
MDTA: Maryland Transportation Authority  
PAYGO: pay-as-you-go  
TTF: Transportation Trust Fund

Source: Maryland Department of Transportation

## 2. Continued Impact of COVID-19

MPA and the Port have worked to maintain operations during the COVID-19 pandemic while keeping employees safe. While the Port has been able to avoid the delays and congestions that have affected other ports across the nation, it has suffered from a decline in container counts. The Seagirt Marine Terminal’s monthly container counts had rebounded in the later months of calendar 2020 but continued to fall below prepandemic levels in calendar 2021. **Exhibit 14** shows that, except for June and August, container counts were down in calendar 2021. December’s count was not available at the time of the analysis. For the 11 months observed, the terminal’s count decreased 9% in calendar 2021 as compared to calendar 2019.

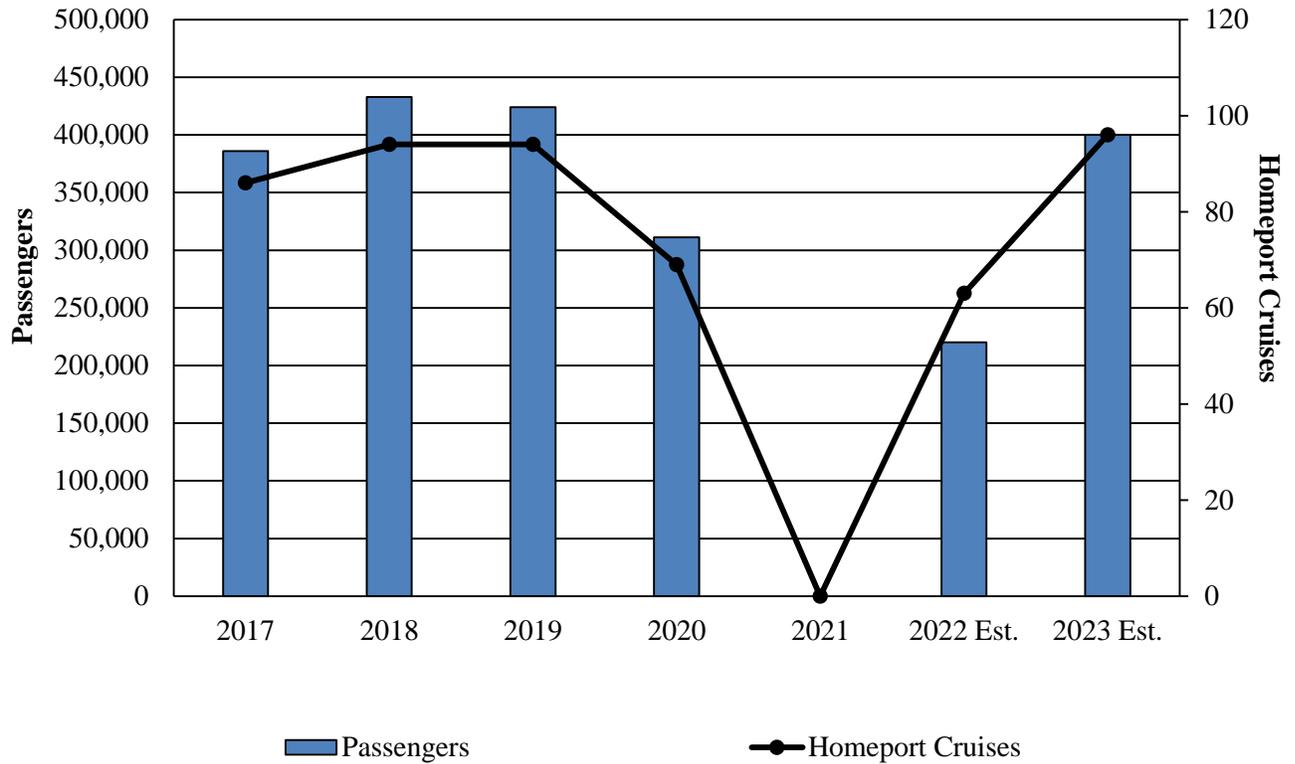
**Exhibit 14**  
**Seagirt Marine Terminal Monthly Container Counts**  
**Calendar 2019 and 2021**



Source: Maryland Port Administration

The pandemic impacted cruise operations from the Port as well. The U.S. Centers for Disease Control and Prevention issued a No Sail Order for cruise ships on March 14, 2020. **Exhibit 15** shows the total number of homeport cruises and passengers that utilized the Port’s cruise terminal. After 18 months of no cruises, the Port resumed its cruise operations on September 12, 2021. The impacts of the COVID-19 pandemic can be seen in the dramatic decrease in cruises and passengers in fiscal 2022, compared to fiscal 2019 and 2020. However, MPA is projecting cruises to steadily rebound in fiscal 2023.

**Exhibit 15  
Cruise Ship Operations  
Fiscal 2017-2023 Est.**



Source: Maryland Port Administration

The COVID-19 pandemic has continued to impact the earned revenues of MPA. Fiscal 2021 revenues fell to \$49.3 million from \$54.7 million in fiscal 2020. Estimated revenues are expected to continue to decline in fiscal 2022 to \$48.4 million before rebounding to \$53.6 million in fiscal 2023. **MPA should comment on the continuing impact of COVID-19 on its operations and if it expects revenues to return to prepandemic levels.**

## ***Operating Budget Recommended Actions***

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1. Concur with Governor's allowance.

## ***PAYGO Budget Recommended Actions***

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1. Concur with Governor's allowance.

## ***Updates***

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### **1. Seagirt Marine Terminal Capacity Increases**

In April 2021, the dredging of Seagirt Berth 3 was completed. The berth was widened and is 50 feet deep. The transformation of this berth allows it to accommodate ultra-large container ships. In September 2021, the Port received four Neo-Panamax container cranes. With these cranes, the Port will have the ability to remove containers from the ultra-large container ships that the expanded berth can now accommodate. The Port now has two 50-foot berths that can accommodate ultra-large container ships.

### **2. Innovative and Beneficial Reuse Website Launched**

An essential function of MPA is to dredge sediments from shipping channels. That dredged material has been used to restore various areas throughout the State, such as Poplar Island in Talbot County and Hart-Miller Island in Baltimore County. MPA has been promoting the ability to reuse dredged materials in other applications such as construction and agriculture. Dredged material not reused is stored in dredged material containment facilities at Cox Creek and Masonville. With limited space for storage, reuse of this material is a vital option. MPA believes the launch of the website for Innovative and Beneficial Reuse will play an integral role in promoting interest and research into these alternative uses for dredge material.

**Appendix 1**  
**2021 Joint Chairmen’s Report Responses from Agency**

The 2021 *Joint Chairmen’s Report* (JCR) requested that MPA prepare one report. Electronic copies of the full JCR responses can be found on the Department of Legislative Services Library website.

- ***Trucks Traversing Francis Scott Key Bridge (Key Bridge) without Crossing the Key Bridge:*** MPA and MDTA were tasked with examining why truck drivers who did not traverse the Key Bridge were charged a toll. It was explained that the Key Bridge does not function as a toll bridge but a toll facility that consists of 10.9 miles. The truck drivers were using a portion of the toll facility and subsequently were charged a toll for doing so.

**Appendix 2**  
**Object/Fund Difference Report**  
**Maryland Department of Transportation – Maryland Port Administration**

<u>Object/Fund</u>	<u>FY 21</u> <u>Actual</u>	<u>FY 22</u> <u>Working</u> <u>Appropriation</u>	<u>FY 23</u> <u>Allowance</u>	<u>FY 22 - FY 23</u> <u>Amount Change</u>	<u>Percent</u> <u>Change</u>
<b>Positions</b>					
01 Regular	170.00	171.00	170.00	-1.00	-0.6%
02 Contractual	0.00	0.00	4.00	4.00	N/A
<b>Total Positions</b>	<b>170.00</b>	<b>171.00</b>	<b>174.00</b>	<b>3.00</b>	<b>1.8%</b>
<b>Objects</b>					
01 Salaries and Wages	\$ 18,734,885	\$ 18,909,560	\$ 19,276,229	\$ 366,669	1.9%
02 Technical and Special Fees	154,916	205,750	305,861	100,111	48.7%
03 Communication	73,982	225,741	225,741	0	0%
04 Travel	6,194	265,368	265,369	1	0%
06 Fuel and Utilities	4,048,735	4,039,578	3,494,902	-544,676	-13.5%
07 Motor Vehicles	520,931	817,206	673,518	-143,688	-17.6%
08 Contractual Services	17,021,075	20,166,870	20,067,009	-99,861	-0.5%
09 Supplies and Materials	503,245	901,855	901,856	1	0%
10 Equipment – Replacement	1,027,570	218,919	218,919	0	0%
11 Equipment – Additional	180,412	159,844	159,845	1	0%
12 Grants, Subsidies, and Contributions	35,000	35,000	35,000	0	0%
13 Fixed Charges	3,386,223	3,680,586	3,644,537	-36,049	-1.0%
14 Land and Structures	720,824	607,862	749,843	141,981	23.4%
<b>Total Objects</b>	<b>\$ 46,413,992</b>	<b>\$ 50,234,139</b>	<b>\$ 50,018,629</b>	<b>-\$ 215,510</b>	<b>-0.4%</b>
<b>Funds</b>					
03 Special Fund	\$ 46,413,992	\$ 50,234,139	\$ 50,018,629	-\$ 215,510	-0.4%
<b>Total Funds</b>	<b>\$ 46,413,992</b>	<b>\$ 50,234,139</b>	<b>\$ 50,018,629</b>	<b>-\$ 215,510</b>	<b>-0.4%</b>

Note: The fiscal 2022 working appropriation and fiscal 2023 allowance do not reflect funding for statewide personnel actions budgeted in the Department of Budget and Management, which include cost-of-living adjustments, increments, bonuses, and may include annual salary review

**Appendix 3  
Fiscal Summary  
Maryland Department of Transportation – Maryland Port Administration**

<u>Program/Unit</u>	<u>FY 21 Actual</u>	<u>FY 22 Wrk Approp</u>	<u>FY 23 Allowance</u>	<u>Change</u>	<u>FY 22 - FY 23 % Change</u>
2010 Port Operations	\$ 46,413,992	\$ 50,234,139	\$ 50,018,629	-\$ 215,510	-0.4%
2020 Port Facilities and Capital Equipment	96,610,255	152,845,229	241,601,412	88,756,183	58.1%
<b>Total Expenditures</b>	<b>\$ 143,024,247</b>	<b>\$ 203,079,368</b>	<b>\$ 291,620,041</b>	<b>\$ 88,540,673</b>	<b>43.6%</b>
General Fund	\$ 0	\$ 21,500,000	\$ 0	-\$ 21,500,000	-100.0%
Special Fund	138,640,144	158,670,497	238,170,339	79,499,842	50.1%
Federal Fund	4,384,103	22,908,871	53,449,702	30,540,831	133.3%
<b>Total Appropriations</b>	<b>\$ 143,024,247</b>	<b>\$ 203,079,368</b>	<b>\$ 291,620,041</b>	<b>\$ 88,540,673</b>	<b>43.6%</b>

Note: The fiscal 2022 working appropriation and fiscal 2023 allowance do not reflect funding for statewide personnel actions budgeted in the Department of Budget and Management, which include cost-of-living adjustments, increments, bonuses, and may include annual salary review adjustments.